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Utah League of Cities and Towns

Lorene Kamalu
Utah Association of Counties

Ari Bruening
Envision Utah

Laura Hanson
State Planning Coordinator

Andrew Gruber
Executive Director



REGIONAL GROWTH COMMITTEE AGENDA March 21, 2024

A Regional Growth Committee meeting will be held on **Thursday, March 21, 2024, 9:15am**, at WFRC Offices, 41 N Rio Grande Street, Salt Lake City, and via Zoom. [Click here to join webinar](#)
Webinar ID: 884 6942 2809 || One tap mobile: +1-669-444-9171

The agenda will be as follows:

- 1. Introductions and Consent Agenda**
ACTION: [Minutes](#) of the RGC Meeting held January 18, 2024
- 2. Public Comment**
- 3. [RGC Roles, Responsibilities and Schedule for 2024](#)**
- 4. [2024 Utah Legislative Session Overview](#)**
- 5. Regional Transportation Amendments**
 - a. [ACTION:](#)** RTP Amendment Process Update
 - b. [ACTION:](#)** Amendment #1 to the 2023-2050 RTP
- 6. Planning Technical Assistance for Local Governments**
 - a. [Transportation and Land Use Connection Program 2024 Awards](#)**
 - b. [ACTION:](#)** Station Area Plan Certification - West Jordan
 - c. [ACTION:](#)** Station Area Plan Certification - Midvale
- 7. [Key findings](#) from the 2023 Utah Moves Comprehensive Survey**
- 8. Video: [Overview](#) of the Utah Open and Public Meeting Act**
- 9. Other Business and Adjournment**
Next meeting: May 16, 2024

Upcoming events:

- *WFRC Transportation Coordinating Committee TACs, March 27, 2024*
- *WFRC Council Meeting, March 28, 2024*
- *WFRC Active Transportation Committee Meeting, April 9, 2024*
- *RGC Technical Advisory Committees, April 17, 2024*
- *WFRC Transportation Coordinating Committee Meeting, April 25, 2024*

Informational materials can be located on WFRC's website at www.wfrc.org.

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Wasatch Front Regional Council is holding public meetings in-person in its office, with a virtual option. Interested attendees are encouraged to visit www.wfrc.org/committees for more information.

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Wasatch Front Regional Council está teniendo las reuniones públicas en persona en la oficina, con la opción de atender virtualmente. Personas interesadas en atender, pueden visitar www.wfrc.org/committees para obtener más información.



Regional Growth Committee | January 18, 2024 **Draft** Minutes

A meeting was held on Thursday, January 18, 2024, at WFRC Offices, 41 N. Rio Grande St, Salt Lake City, UT and also via Zoom. The following were present:

MEMBERS AND ALTERNATES PRESENT		OTHER APPOINTED MEMBERS AND ALTERNATES	
Dennis Bott, Member (Brigham City)	No	Natalie Gochnour, Member Utah Transportation Commission	No
Vacant, Alternate (Box Elder County)	–	Kevin Van Tassell, Alternate Utah Transportation Commission	Yes
Brandon Stanger, Member (Clinton)	Yes	Beth Holbrook, Member Utah Transit Authority Board of Trustees	Yes
Kendalyn Harris, Alternate (Bountiful)	No	Carlton Christensen, Alternate Utah Transit Authority Board of Trustees	Yes
Tamara Tran, Member (Kaysville)	Yes	Ari Bruening, Member Envision Utah	Yes
Brian Horrocks, Alternate (North Salt Lake)	Yes	Ryan Beck, Alternate Envision Utah	Yes
Matt Wilson, Member (Morgan County)	Yes	Kevin Cromar, Member Utah Air Quality Board	Yes
Mike Newton, Alternate (Morgan County)	No	NON-VOTING MEMBERS AND ALTERNATES PRESENT	
Dawn Ramsey, Member (South Jordan)	No	Ben Huot, Member Utah Department of Transportation	No
Alison Stroud, Alternate (Sandy City Council)	Yes	Andrea Olson, Alternate Utah Department of Transportation	Yes
Jenny Wilson, Member (Salt Lake County)	No	Russ Fox, Member Utah Transit Authority	Yes
Dave Alvord, Member (SL Councilmember)	No	Nichol Bourdeaux, Alternate Utah Transit Authority	Yes
Monica Zoltanski, Member (Sandy)	Yes	Bryce Bird, Staff Representative Utah Air Quality Board	Yes
Lorin Palmer, Alternate (Herriman)	Yes	Ivan Marrero, Member FHWA-Utah Division	Yes
Eric Barney, Alternate (Magna)	No	Rex Harris, Alternate FHWA-Utah Division	Yes
Cherie Wood, Alternate (South Salt Lake)	No	Natalie Hall Utah League of Cities and Towns	Yes
Brett Hales, Alternate (Murray)	No	Dina Blaes Utah Association of Counties	Yes
Kendall Thomas, Member (Tooele County)	Yes	Julie Fullmer, Vineyard Mayor Mountainland Association of Governments	No
Ed Hansen, Alternate (Tooele City)	No	Helen Peters, Alternate Salt Lake County	No
Sharon Bolos, Member (Weber County)	Yes	WFRC APPOINTMENTS FROM OTHER ORGANIZATIONS	
Ken Phippen, Alternate (Farr West)	Yes	Lorene Kamalu, Member Davis County, Vice Chair	Yes
Robert Dandoy, Member (Roy) Chair	Yes	Robert Schmidt Utah Urban Lands Institute	No
Gordan Cutler, Alternate (Uintah)	No	Laura Hanson, GOPB	Yes
		Ginger Chinn, Utah Transportation Coalition	Yes
		Reid Ewing, University of Utah	Yes

OTHER ATTENDEES PRESENT, including WFRC Staff:		
Tiffany Pocock, UDOT; Nick Norris, SLC; Doug Graham, UDOT;		WFRC Cont: Nate Currey, Marcia White, Byron Head, Matt Ryan
Guests Via Zoom: Wendy Thomas, Herriman; Shane Pace,		Jory Johner, Megan Townsend, Madison Aviles, Chay Mosqueda,
Heather McLaughlin-Kolb; Nick Tarbet, Brigitte Mandel,		Lauren Victor, Julie Bjornstad, Wayne Bennion, Bert Granberg
Steve Van Maren,		Kip Billings, Tim Watkins, Marian Florence, Christy Dahlberg
WFRC: Andrew Gruber, Ted Knowlton, Andrea Pearson,		Ben Wuthrich.
Jordon Chandler, Rosie Hernandez, Hugh Van Wagenen		

1. Introductions and Consent Agenda [00:00:06]

At 9:18 AM, Mayor Robert Dandoy, Chair of the Regional Growth Committee, extended a welcome to the members and guests attending the Regional Growth Committee Meeting. Introductions took place around the table, and Andrea read out the names of those attending online.

ACTION [00:02:57] Tooele County Councilmember Kendall Thomas motioned to approve the minutes of the RGC Meeting held on October 19, 2023. The motion was seconded by Utah Air Quality Board Member Kevin Cromar. With no further discussion, the minutes were unanimously approved.

2. Public Comment [00:03:48]

There was no public comment.

3. Review: Draft Goals for the 2023-2027 Regional Planning Process (Wasatch Choice Vision and Regional Transportation Plan) [00:04:14]

Mayor Dandoy turned to Ted Knowlton, Deputy Director at WFRC. He provided a summary from the last RGC Meeting discussion about the issues and actions on which RGC members would like WFRC to focus. Following this, Mr. Knowlton, along with Julie Bjornstad, Long Range Planner at WFRC, led the discussion on the draft goals and guiding principles for the 2023-2027 Regional Planning Process.

4. ACTION: Station Area Plan Certification Request: 13 Stations in downtown Salt Lake City [00:40:51]

Mayor Dandoy introduced Megan Townsend, the Community and Economic Development Director at WFRC. Megan gave an overview of the Station Area Plan Technical Assistance that is available, as well as the requirements under House Bill 462 from 2022. She explained that downtown Salt Lake City is looking to certify 13 stations:

- 900 South
- 600 South
- Courthouse
- Gallivan Plaza
- City Center
- Temple Square
- Arena
- Planetarium
- Old Greek Town
- Salt Lake Central TRAX
- Salt Lake Central FrontRunner
- North Temple Bridge/Guadeloupe TRAX
- North Temple FrontRunner

Nick Norris, Salt Lake City Planner Director, highlighted key points for the 13 stations and explained that the goal is to have the work done by the 2034 Winter Olympics, which are coming to Utah. Mayor Tamara Tran of Kaysville city, made a motion to recommend the 13 downtown Salt Lake City Station Areas to the Wasatch Front Regional Council for certification. Mayor Monica Zoltanski of Sandy city, seconded the motion. There was no discussion, and the motion passed unanimously.

Mayor Dandoy welcomed Kaysville City Mayor, Tamara Tran to the Regional Growth Committee.

5. Utah Legislative Session Overview [01:08:13]

Mayor Dandoy then passed the floor to Miranda Jones Cox, the Governmental Affairs Manager at WFRC. Miranda offered insights into the 2024 Legislative session, a 45-day period set to conclude on March 1st. Throughout her presentation, Miranda outlined WFRC's role in the Legislative session and delved into the essential aspects of this year's legislative landscape. Additionally, she shared resources available on WFRC's website to assist in tracking bills and appropriations.

[01:23:38] Mayor Dandoy announced that he would deviate from the agenda to give the floor to Laura Hanson from the Governor's Office of Planning and Budget. Ms. Hanson then discussed the 'Guiding our Growth' initiative, highlighting that the survey results strongly align with the Wasatch Choice Vision.

6. [Potential Impacts of Federal Ozone Air Quality Standards](#) [01:26:18]

Andrew Gruber, Executive Director at WFRC, explained that planning transportation and transit projects in Utah may face restrictions if the Air Quality Standards do not meet the federal Ozone requirements. After Mr. Gruber's explanation, Bryce Bird, Executive Director at the Utah Division of Air Quality took the floor to discuss Utah's existing Ozone standards and challenges, the consequences of nonattainment, and the strategy to meet the federal requirements.

7. Video: [Overview](#) of the Utah Open and Public Meeting Act [01:51:50]

Mayor Dandoy explained that, due to time constraints, the overview of the Utah Open and Public Meetings Act will be tabled until the March meeting..

8. Other Business and Adjournment [01:52:06]

Mayor Dandoy explained that the next Regional Growth Committee Meeting is scheduled for March 21, 2024, while WFRC's full Council meeting will take place on Thursday, January 25th. Following this, Mayor Dandoy called for a motion to adjourn. Mayor Tamara Tran of Kaysville made the motion to adjourn, and Mayor Lorin Palmer of Herriman seconded it. With no further discussion, the **meeting adjourned at 11:11 AM**

A recording of this meeting, as well as meeting materials, may be found on the WFRC website at www.wfrc.org

DATE: March 14, 2024
AGENDA ITEM: 3
SUBJECT: **RGC Roles, Responsibilities and Schedule**
PREPARED BY: Ted Knowlton, Deputy Director

The WFRC staff will brief the Regional Growth Committee (RGC) on its roles and responsibilities at the March 21 meeting. Staff will also share a high level schedule for RGC meetings in 2024.

BACKGROUND:

The Regional Growth Committee (RGC) was created by agreement (most recent version linked) between the Wasatch Front Regional Council, the Utah Department of Transportation, and the Utah Transit Authority to facilitate collaboration among local governments and with transportation agencies. RGC is the policy advisory committee to the Regional Council regarding long-range planning including the [Wasatch Choice Vision](#) and the Regional Transportation Plan.

RECOMMENDATION:

This item is for information only

CONTACT PERSON:

Ted Knowlton, 801-363-4250 ext. 1201, tknowlton@wfrc.org

EXHIBIT:

[Agreement establishing RGC](#)

DATE: March 14, 2024
AGENDA ITEM: 4
SUBJECT: 2024 Utah Legislative Session Overview
PREPARED BY: Miranda Jones Cox, Government Affairs Manager

At the Wasatch Front Regional Council (WFRC) Regional Growth Committee meeting, the committee will hear an update on transportation and growth-related outcomes from the 2024 Legislative General Session.

BACKGROUND:

It was another successful year for growth-related issues in the 2024 General Legislative session, with collaborative and innovative approaches to address some of Utah's growth challenges, to maintain and enhance quality of life in Utah for generations to come.

The Legislature continues to prioritize multimodal transportation funding with another year of significant investment. Consistent with [Utah's Unified Transportation Plan](#), significant additional funding was appropriated to invest in providing transportation choices for Utahns, including \$775M one-time and \$330M ongoing to the state Transportation Investment Fund, providing new ongoing funding for the Transit Transportation Investment Fund, and authorizing funding for local transportation projects. This builds on the investments authorized in last year's session, including the historic investment of \$45M ongoing to the Active Transportation Investment Fund (for the Utah Trail Network).

The Governor and Legislature also took a "partnership, not preemption" approach for housing, as recommended by our partners at the Utah League of Cities and Towns. The legislature's approach this session was to provide tools to cities to help address the housing challenges seen in their communities.

WFRC staff prepared this detailed [2024 Legislative Session Wrap Up](#).

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Miranda Jones Cox, 436-691-3043, miranda@wfr.org

DATE: March 14, 2024
AGENDA ITEM: 5a
SUBJECT: **ACTION: RTP Amendment Process Update**
PREPARED BY: Julie Bjornstad, Senior Transportation Planner

At the March 21 Regional Growth Committee (RGC) meeting, the Wasatch Front Regional Council (WFRC) staff will outline proposed modifications and clarifications to the Regional Transportation Plan (RTP) amendment process.

In summary, three clarifications are proposed:

1. Inclusion of amendments that only modify a project's needs-based phase (the timing of anticipated need independent of anticipated funding).
2. Clarification that Level 1 amendments (the least complex modifications) require the approval by the WFRC Executive Director with required consultation with the Federal Highway Administration, the Interagency Consultation Team, and the RGC Chair and Vice-Chair.
3. Clarification that for Level 2 amendments, the existing regional emissions analysis remains valid, but that a new air quality conformity determination is required.

BACKGROUND:

Every four years, WFRC prepares and adopts the RTP as the core transportation plan within the overall [Wasatch Choice Vision](#). While the RTP receives considerable review before being formally adopted, circumstances may warrant a change to the RTP after its initial adoption, including funding availability, local and state needs, changes to land use, the determination of final environmental impact statements, or the rapid development of certain projects.

WFRC has a written RTP amendment process that was last updated by the Regional Council in January 2022.

There are three different levels or types of amendments:

- *Level 3 - Full Amendment for Regionally Significant Projects* addresses changes to regionally significant projects, such as principal arterials, freeways, or fixed guideway transit. This category requires a 30-day public comment process and an air-quality conformity analysis.
- *Level 2 - Board Modification (Non-Exempt, Non-Regionally Significant Projects)* addresses projects including collectors and minor arterials, corridor preservation for roadway and transit, operational projects with modifications to signalized intersections, and non-fixed guideway transit. It requires a public comment period during the RGC meeting and allows the RGC to approve the amendment during the meeting.
- *Level 1 - Staff Modification (Exempt Projects)* addresses roadway ownership changes, operational roadway projects without modifications to signalized intersections, active transportation projects, and modifications to Wasatch Choice Vision land use centers. Level 1 amendments require approval by the WFRC Executive Director in consultation with the RGC Chair and Vice-chair.

PROPOSED CLARIFICATIONS:

Proposed process clarification 1: Inclusion of amendments that only modify a project's needs-based phase (the timing of anticipated need independent of anticipated funding)

During the development of the RTP, WFRC uses a two-tiered phasing process in which WFRC, in consultation with the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and local communities, divides all projects into temporal phases. First, projects are phased based on when a project is needed. Second, that phasing may be adjusted based on fiscal constraints. Therefore, projects have both "needs-based phasing" and "fiscally constrained

phasing.” The official, adopted RTP is the fiscally constrained plan. Outside of the regular quadrennial process of developing and adopting the RTP, the RTP Amendment Process does not expressly account for the possibility of an amendment where **only** the needs-based phasing changes, and the fiscally constrained phasing does not change. There are also no federal requirements for needs-based phasing; it is a supplemental, value-adding element of WFRC’s planning approach. Changing needs-based phasing does not require changes to modeling, air quality conformity analysis, or fiscal constraint analysis, all of which are required by federal law for the fiscally constrained RTP. However, needs-based phasing is an important element of the planning process, and is relevant because projects that are identified as phase 1 needs are more likely to be considered for potential funding and associated land use changes than projects in later phases. It is recommended that the RTP Amendment Process clarify that RTP amendments that only make a needs-based phasing change should be considered to be a Level 1: Staff Modification amendment under the RTP Amendment Process.

Per the current RTP Amendment Process, Level 1 amendments require approval by the WFRC Executive Director in consultation with the RGC Chair and Vice-chair, and subsequent informing of RGC and the RGC Technical Advisory Committee. The WFRC Staff and/or RGC Chair/Vice-Chair can recommend a proposed amendment be elevated from Level 1: Staff Modification to Level 2: Board Modification based on factors including: potential impacts, professional judgment, or potential lack of consensus.

Proposed process clarification 2: clarification that Level 1 amendments require the approval by the WFRC Executive Director

Level 1 amendments require adequate analysis and evaluation of a proposed amendment. They also require WFRC staff consultation with the facility owner (e.g., UDOT, UTA, city, or county), Interagency Consultation Team (ICT) (composed of federal and state air quality and transportation agencies), and Federal Highway Administration (FHWA). Per the current RTP Amendment Process, they require the approval by the WFRC Executive Director, in consultation with the RGC Chair and Vice-Chair, and inform the RGC and the RGC Technical Advisory Committees of the amendment. The current RTP Amendment Process is clear on this process in the “procedure” section of the Level 1 - Process, but it is unclear in the narrative that proceeds the process steps. Therefore, WFRC Staff recommends modifying the Level 1 - Process narrative to clarify each entity’s role in a Level 1 amendment.

Proposed process clarification 3: clarification that for Level 2 amendments, the existing regional emissions analysis remains valid, but that a new air quality conformity determination is required

Level 2 amendments can proceed without a new regional emission analysis, if the Interagency Consultation Team determines that the proposed changes do not involve significant changes in design or scope to regionally significant facilities. However, Level 2 amendments do require a new conformity determination. WFRC Staff recommends clarifying this requirement in the “procedure” section of Level 2 amendments.

RECOMMENDATION:

The WFRC staff requests that the Regional Growth Committee make a motion to *“recommend that the Wasatch Front Regional Council direct WFRC staff to update the RTP amendment process as presented, and make minor technical modifications as may be needed from time to time, in consultation with the RGC Chair and Vice Chair.”*

CONTACT PERSON:

Julie Bjornstad, 801-363-4250, julieb@wfr.org

EXHIBIT:

[Draft RTP Amendment Process March 2024 \(changes highlighted\)](#)

DATE: March 14, 2024
AGENDA ITEM: 5b
SUBJECT: **ACTION:** Amendment #1 to the 2023-2050 Regional Transportation Plan
PREPARED BY: Jory Johner, Long-Range Planning Group Manager

At the Regional Growth Committee (RGC) meeting, WFRC staff will present the proposed Amendment Number 1 to the 2023-2050 Regional Transportation Plan (2023-2050 RTP). The RTP is the regional transportation element of the [Wasatch Choice Vision](#). Pursuant to the WFRC RTP Amendment Process, project amendments are organized into three levels. “Level 1 - Staff modification” which are approved by the WFRC Executive Director in consultation with the RGC Chair and Vice Chair; “Level 2 - Board Modification” projects, which require approval by RGC; and “Level 3 - Full Amendment” projects, which require a 30-day public comment period prior to adoption by RGC. The action requested by RGC on March 21st is to adopt Level 2 amendments, and release Level 3 amendments for public comment. These amendments are developed in consultation with, and often at the request of, our transportation partner agencies and the municipalities in our region. The projects within this amendment were presented to (and unanimously recommended by) their respective RGC Technical Advisory Committees (TACs) on Feb 21, 2024 and will be sent to the affected Councils of Governments (COGs) in the region following the March 21, 2024 RGC meeting.

BACKGROUND:

Every four years, the Wasatch Front Regional Council (WFRC) prepares and adopts a Regional Transportation Plan (RTP), a component of the Wasatch Choice Vision. WFRC adopted the current 2023-2050 RTP in May 2023. While the RTP receives considerable review before being formally adopted, circumstances may warrant a change to the RTP after its initial adoption, including funding availability, local and state needs, changes to land use, the determination of final environmental impact statements, or the rapid development of certain projects. These amendments may be made consistent with the [RTP Amendment Process](#), which maintains the rigor of the planning process including review of financial constraints, public input, and air quality conformity. The currently adopted amendment process was approved by the Wasatch Front Regional Council in January 2022, and minor modifications to that process are being proposed to the RGC at its March 21, 2024 meeting.

Amendment 1 includes a total of 37 project/plan requests that will be presented for your information and review:

- Twelve Level 3 (full amendment of regionally significant projects) requests from Farmington City, UDOT, and UTA, comprising three transit and nine roadway projects;
- Twelve Level 2 (board modifications of non-regionally significant projects) requests from local communities, UDOT, and UTA, comprising three transit and nine roadway projects; and
- Thirteen Level 1 (staff modifications) requests from local communities, UDOT, and UTA, comprising nine active transportation projects/plans and four transit projects.

A description of each of the proposed revisions are included with this memo. Over the last year there have been four roadway and transit environmental studies; within these studies there are phasing changes, alignment and extent changes, cost adjustments, and project deletions. Local amendment recommendations include city-wide active transportation plans, individual active transportation projects, local roadway changes, and transit improvements. Transit recommendations include needs-based phasing updates, FrontRunner Forward study recommendations, and a new transit route. Technical considerations were considered in

evaluating the projects, from a regional perspective, and will be presented at the March 21st RGC meeting.

PROCESS:

The WFRC staff have reviewed the amendment requests with their respective sponsors, analyzed the scope of the project, potential technical considerations, and financial implications and determined that the 2023-2050 RTP is able to maintain its fiscal constraint and air quality conformity for these projects in all phases. The RTP is required to be “fiscally constrained” which means that it is reasonably based on the projected availability of funding from current or potential additional sources. It is also required to conform to the air quality emissions limitations in official air quality plans. The WFRC staff reviewed fiscal constraints and the financial plan with the Federal Highway Administration (FHWA) on January 23, 2024 and reviewed all projects with the Interagency Coordination Team (ICT) on January 24, 2024 to assign the appropriate amendment level and determine air quality requirements. On February 21, 2024, the RGC TACs (groups composed predominantly of the planners from the communities in the WFRC region) reviewed all projects. The RGC TACs unanimously approved motions to recommend to RGC to approve the Level 2 - Board Modification projects and release the Level 3 - Full Amendments to public comment. No changes have been made to the 37 projects from what the RGC TACs reviewed.

Consistent with the RTP amendment process, a formal 30-day public review and comment period for the Level 3 - Full Amendment projects will take place from March 22 through April 23, 2024. At the March 21, 2024 Regional Growth Committee meeting, public comment will be taken on the Level 2 - Board modification projects. RGC makes the final decision to adopt the Level 2 projects. Level 1 - Staff modifications will be reviewed and can be approved by the WFRC Executive Director in consultation with the RGC Chair and Vice-Chair.

RECOMMENDATION:

The WFRC staff recommends that the Regional Growth Committee approve the Level 2 - Board Modifications within Amendment Number 1 to the 2023-2050 RTP. The WFRC staff also recommends that the Regional Growth Committee release the Level 3 - Full Amendment projects, along with the Draft Air Quality Memorandum 42, for public review and comment.

Suggested motion language:

Motion 1: I make a motion to approve the Level 2 - Board Modification projects for Amendment Number 1 to the 2023-2050 RTP.

Motion 2: I make a motion to release the Level 3 - Full Amendment projects and the air quality conformity determination as found in Draft Air Quality Memorandum 42 to a 30-day public comment period, for Amendment Number 1 to the 2023-2050 RTP.

CONTACT PERSON:

Jory Johner, WFRC 801-458-3090, jjohner@wfr.org

ATTACHMENT:

Amendment Number 1 Project Overviews

[Draft Air Quality Memorandum 42](#)

AMENDMENT NUMBER 1 PROJECT OVERVIEWS

Level 1 – Staff Modifications (For information only)

Active Transportation

1. Weber Canyon Bike Path (Davis County)

Cost: N/A due to removal

The Utah Department of Transportation (UDOT) is requesting an amendment to remove the Weber Canyon Bike Path from the Weber River Parkway to the Morgan County line. The Wasatch Front Regional Council (WFRC) and UDOT have overlapping projects between the RTP and UDOT's Long Range Plan (LRP). The project will remain in the UDOT LRP and will fix the overlap in Utah's Unified Transportation Plan.

2. Porter Lane Bike Lane (Davis County)

Cost: \$86,000

WFRC Staff is requesting an amendment to modify the eastern extent of the 0.68-mile bike lane on Porter Lane based on the relocation of a proposed crossing over I-15. The I-15 Farmington to Salt Lake City Environmental Impact Statement (EIS) has moved the planned crossing of I-15 to the north. This new extent will terminate the project at the logical endpoint of the future 1250 West shared-use path. Potential funding sources include City funds, County funds, Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives Program (TAP), Carbon Reduction Program (CRP), and/or Transportation Investment Fund Active (TIF Active).

3. Bonneville Shoreline Trail (Salt Lake County)

Cost: \$10.4 Million

Salt Lake County is requesting an amendment to update the alignment of the 40-mile Bonneville Shoreline Trail West based upon the recent Salt Lake County Parks & Recreation Study. This project will increase access to outdoor recreation and improve feasibility of the proposed alignment. Potential funding sources include City funds, County funds, TAP, developer funding, Recreational Trails Program, and/or Utah Outdoor Recreation grants.

4. Perry Farm Overhead Pedestrian/Bike Crossing (Salt Lake County)

Cost: \$6.3 Million

The City of Bluffdale is requesting an amendment to change the phasing of the Perry Farms to Independence overhead pedestrian/bike crossing from Phase 2 (2033-2042) to Phase 1 (2023-2032). This project will increase safety, improve access to opportunities, has the potential for vehicle trip replacement, and improved safe routes to school. This project has received partial funding from the Federal Railroad Administration's Railroad Crossing Elimination Grant. Additional potential funding sources include TAP, STP, CMAQ, CRP, and/or TIF Active.

5. I-15 EIS - Active Transportation Projects (Davis and Salt Lake County)

Cost: Project costs included in the I-15 reconstruction project.

UDOT is requesting an amendment for eleven project changes included in the I-15 Farmington to Salt Lake City EIS. There are seven project modifications and four new projects, all in Phase 1 (2023-2032). The project types include a shared lane, a bike lane, a buffered bike lane, two overhead crossings, and six shared use paths. These projects will increase connectivity, safety, and access to the regional active

transportation network. These active transportation projects costs and construction will be included with the I-15 reconstruction project. For specific project information, please see the “I-15” tab within this [spreadsheet](#).

6. Kearns Active Transportation Plan (Salt Lake County)

Cost: \$14.4 Million

Kearns Metro Township is requesting an amendment for four new projects in various phases that come from the recently completed Kearns Active Transportation Plan. Of the four new projects, three are shared use paths and one is a buffered bike lane. These projects will increase connectivity, safety, and access to the regional active transportation network. Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, Transit Transportation Investment Funds First Last Mile (TTIF FLM), and/or Active Transportation Investment Funds (ATIF). For specific project information, please see the “Kearns” tab within this [spreadsheet](#).

7. Layton Active Transportation Plan (Davis County)

Cost: \$25.3 Million

The City of Layton is requesting an amendment for 36 new projects in various phases that come from the recently completed Layton Active Transportation Plan. These new projects include bike lanes, buffered bike lanes, shoulder bikeways, shared use paths, and street crossings. These projects will increase connectivity, safety, and access to the regional active transportation network. Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF. For specific project information, please see the “Layton” tab within this [spreadsheet](#).

8. Taylorsville Active Communities Plan (Salt Lake County)

Cost: \$24.3 Million

The City of Taylorsville is requesting an amendment for 17 active transportation projects. These projects include ten new projects, five modified projects, and two removed projects, all in various phases, from the recently completed Taylorsville Active Communities Plan. These projects include buffered bike lanes, shared use paths, and roadway undercrossings. These projects will increase connectivity, safety, and access to the regional active transportation network. Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF. For specific project information, please see the “Taylorsville” tab in this [spreadsheet](#).

9. Walk White City Plan (Salt Lake County)

Cost: \$7.8 Million

White City Metro Township is requesting an amendment for three new projects in various phases that come from the recently completed Walk White City Plan. These projects include two shared use paths and one street crossing. These projects will increase connectivity, safety, and access to the regional active transportation network. Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF. For specific project information, please see the “White City” tab in this [spreadsheet](#).

Transit

10. 400 West - American Spur TRAX Extension (Salt Lake County)

Cost: \$120 Million

The Utah Transit Authority (UTA) is requesting an amendment to change the

needs-based phasing¹ from Phase 2 (2033-2042) to Phase 1 (2023-2032). This 1.7-mile project is a realignment of the Red TRAX Line between 200 South and 1300 South in Salt Lake City. This project will increase mobility and access to opportunities within the new corridor. Potential funding sources include Transit Transportation Investment Fund (TTIF), federal funds, and/or local option sales tax.

11. TRAX Orange Line - University of Utah to Downtown Salt Lake City (Salt Lake County)

Capital Cost: \$101 Million

O&M (per year): \$10.4 Million

UTA is requesting an amendment to change the needs-based phasing¹ from Phase 2 (2033-2042) to Phase 1 (2023-2032). This 4.7-mile project is a reconfiguration project from the University of Utah to 600 West. The Orange TRAX Line will increase access to opportunities and provide increased mobility along its corridor. Potential funding sources include TTIF, federal funds, and/or local option sales tax.

12. TRAX Orange Line - Downtown Salt Lake City to the Salt Lake City International Airport (Salt Lake County)

Capital Cost: \$30 Million

O&M (per year): \$7.5 Million

UTA is requesting an amendment to change the needs-based phasing¹ from Phase 3 (2043-2050) to Phase 1 (2023-2032). This 6.7-mile project is a reconfiguration project from Downtown Salt Lake City to the Salt Lake City International Airport. The Orange TRAX Line will increase access to opportunities and provide increased mobility along its corridor. Potential funding sources include TTIF, federal funds, and/or local option sales tax.

Level 2 – Board Modifications

Roadway

1. 12600 South (Salt Lake County)

Cost: \$50 Million

The City of Herriman and the Utah Department of Transportation (UDOT) are requesting an amendment to change the lane configuration of the 12600 South (Herriman Boulevard) new construction project. The recommendation is to change the lane configuration from 6800 West to 7300 West (future SR-111) to five lanes and leave the existing remaining portion of the project from 7300 West to Oquirrh Boulevard as three lanes. The project aligns with the 12600 South State Environmental Study (SES) completed by UDOT which addresses current and future growth in southwestern Salt Lake County. Potential funding sources include the Transportation Investment Fund (TIF) and local funds.

¹ Changing needs-based phasing recognizes that a project is needed in a particular phase, but it does not adjust the financial assumptions with regard to that project, in terms of the project costs or the assumed timing of available funding. However, a project that is identified as a Phase 1 need in the RTP is eligible to be prioritized for potential state TIF or TTIF funds.

2. Freedom Point Way (Salt Lake County)

Cost: \$2.5 Million

The City of Bluffdale is requesting a new collector road project connecting Porter Rockwell Boulevard to Pony Express Road by extending Freedom Point Way. The connecting collector road will have one lane per direction with a center left-turn lane and sidewalks. Potential funding sources include Salt Lake County Corridor Preservation Funds and local funds.

3. Grandville Avenue Extension (Salt Lake County)

Cost: \$5 Million

The city of South Jordan is requesting an extension of Grandville Avenue to Old Bingham Highway. This project will provide more accessibility to the 5600 West Old Bingham Highway TRAX Station. The project is needed on the RTP in order to be qualified for Salt Lake County Corridor Preservation Funds.

4. FrontRunner Grade-Separated Crossing - Hill Field Road (Davis County)

Cost: \$32 Million

The Utah Transit Authority (UTA) in coordination with WFRC and Layton City is requesting a new grade-separated crossing at Hill Field Road and the FrontRunner/Union Pacific Railroad lines. This project has been identified as part of the FrontRunner Forward Study and will improve the reliability of FrontRunner, vehicle travel times, and safety improvements for all users. Potential funding sources could include city funds, county funds, and/or federal funds to complete this project.

5. FrontRunner Grade-Separated Crossing - Gordon Avenue (Davis County)

Cost: \$32 Million

UTA in coordination with WFRC and Layton City is requesting a new grade separated crossing at Gordon Avenue and the FrontRunner/Union Pacific Railroad Lines. This project has been identified as part of the FrontRunner Forward Study and will improve the reliability of FrontRunner, vehicle travel times, and safety improvements for all users. Potential funding sources could include city funds, county funds, and/or federal funds to complete this project.

6. FrontRunner Grade-Separated Crossing - Pages Lane (Davis County)

Cost: \$32 Million

UTA in coordination with WFRC and West Bountiful is requesting a new grade-separated crossing at Pages Lanes and the FrontRunner/Union Pacific Railroad lines. This project has been identified as part of the FrontRunner Forward Study and will improve the reliability of FrontRunner, vehicle travel times, and safety improvements for all users. Potential funding sources could include city funds, county funds, and/or federal funds to complete this project.

7. FrontRunner Grade Separated Crossing - 1700 South (Salt Lake County)

Cost: \$32 Million

UTA in coordination with WFRC and Salt Lake City is requesting a new-grade separated crossing at 1700 South and the FrontRunner/Union Pacific Railroad Lines. This project has been identified as part of the FrontRunner Forward Study and will improve the reliability of FrontRunner, vehicle travel times, and safety improvements for all users. Potential funding sources could include city funds, county funds, and/or federal funds to complete this project.

8. FrontRunner Grade Separated Crossing - Vine Street (Salt Lake County)

Cost: \$32 Million

UTA in coordination with WERC and Murray is requesting a new grade-separated crossing at Vine Street and the FrontRunner/Union Pacific Railroad lines. This project has been identified as part of the FrontRunner Forward Study and will improve the reliability of FrontRunner, vehicle travel times, and safety improvements for all users. Potential funding sources could include city funds, county funds, and/or federal funds to complete this project.

9. FrontRunner Grade Separated Crossing - 5900 South (Salt Lake County)

Cost: \$32 Million

UTA in coordination with WERC and Murray is requesting a new grade-separated crossing at 5900 South and the FrontRunner/Union Pacific Railroad Lines. This project has been identified as part of the FrontRunner Forward Study and will improve the reliability of FrontRunner, vehicle travel times, and safety improvements for all users. Potential funding sources could include city funds, county funds, and/or federal funds to complete this project.

Transit

10. Davis - Salt Lake City Community Connector (Salt Lake County)

Capital Cost: \$75.6 Million

O&M (per year): \$6.4 Million

UTA is requesting an amendment for an alignment change, per the Davis - Salt Lake City Community Connector Environmental Assessment, in Salt Lake City from 400 West to 300 West between Beck Street to the North Temple FrontRunner Station. This project will increase access to opportunities, mobility, and provide faster travel times in this corridor. Potential funding sources for this 25.5-mile project include Transit Transportation Investment Fund (TTIF), federal funds, and/or local option sales tax.

11. Big Cottonwood Canyon Core Route (Salt Lake County)

Capital Cost: \$25.8 Million

O&M (per year): \$6 Million

The Utah Department of Transportation (UDOT) and UTA are requesting an amendment for a new 15-mile core route bus service from the Cottonwood Canyons Transit Hub to the Brighton Ski Resort in Big Cottonwood Canyon. This project will ease congestion and provide transportation options in the corridor. Potential funding sources include the TTIF, federal funds, local option sales taxes, and/or the Cottonwood Canyon Transportation Investment Fund (CCTIF).

12. Point Innovative Mobility Zone with Dedicated Shuttle (Salt Lake County)

O&M (per year): \$1 Million

UDOT and UTA are requesting an amendment to include phase 1 of the Point of the Mountain Environmental Assessment - Innovative Mobility Zone with dedicated shuttles – to operate prior to implementation of the light rail transit line – into Phase 1 of the 2023-2050 Regional Transportation Plan. This project will increase access to opportunities and mobility within the new development. Potential funding sources include TTIF, federal funds, and/or local option sales tax. The Mountainland Association of Governments (MAG) will incorporate the Traverse Mountain innovative mobility zone within their Plan.

Level 3 – Full Amendments

Transit

1. Point of the Mountain Transit (Salt Lake County)

Capital Cost: \$622 Million

O&M (per year): \$3.3 Million

UDOT and UTA are requesting an amendment for the updated mode from bus rapid transit (BRT) to light rail transit, the phase from Phase 1 (2023-2032) to Phase 2 (2033-2042), and alignment per the phase 2 recommendations of the Point of the Mountain Environmental Assessment. This project will increase access to opportunities and mobility within the new development. This 5.3-mile project has an approved one-time Legislative appropriation and additional funds could come from Transit Transportation Investment Fund (TTIF), local funds, and/or federal funds. The cost and length reflected of this project is only for the Salt Lake County portion within WFRC, as the Mountainland Association of Governments (MAG) will incorporate the Utah County portion in their Plan. The total project cost is estimated at \$945 million capital costs with \$6.3 million annual operations and maintenance costs.

2. FrontRunner Station at the Point of the Mountain Development (Salt Lake County)

Capital Cost: \$120 Million

UDOT and UTA are requesting an amendment for the new FrontRunner Station at the Point of the Mountain development. This project will increase access to the Point development and increase access to opportunities. This project has an approved one-time Legislative appropriation and additional funds could come from TTIF, local funds, and/or federal funds. The cost reflected of this project and the associated strategic double tracking from Draper to Lehi is only for the Salt Lake County portion within WFRC, as the Mountainland Association of Governments (MAG) will incorporate the Utah County portion in their Plan. The total project cost is estimated at \$400 million.

3. North Farmington Station, Stop, or Terminal (Davis County)

Capital Cost: \$3 Million

Farmington City is requesting an amendment for the new station, stop, or terminal in North Station Park that connects the fixed-guideway innovative mobility zone to the Farmington FrontRunner Station. This project will increase mobility and access to opportunities. This new project comes from the Farmington Station Area Plan. Potential funding sources include Housing and Transit Reinvestment Zones (HTRZ), TTIF, federal funds, and/or local option sales tax.

4. Farmington Fixed-Guideway Innovative Mobility Zone (Davis County)

Capital Cost: \$1 Million

O&M (per year): \$447,000

Farmington City is requesting an amendment for the new 1.2-mile fixed-guideway innovative mobility zone from the Farmington FrontRunner Station to the North Farmington station, stop, or terminal. This project will increase mobility and access to opportunities within the corridor. This new project is from the Farmington Station Area Plan. Potential funding sources include HTRZ, TTIF, federal funds, and/or local option sales tax.

Roadway

I-15 - Farmington to Salt Lake City Overview (see Items 5 thru 12 below for details)

Total Project Cost: \$2.6 Billion (sum of projects 5 - 12 below)

UDOT is requesting an amendment to I-15 in southern Davis County and northern Salt Lake County to align with the recommendations from the I-15 Farmington to Salt Lake City Draft Environmental Impact Statement (EIS). The first component of the amendment will be to adjust the previous traffic lane recommendation of four general purpose (GP) lanes and two high-occupancy toll (HOT) lanes in each direction to five GP lanes and one HOT lane in each direction. Part two will split the Davis County portion of the project into two segments from Farmington to 2600 South and from 2600 South to the Salt Lake County line, while the Salt Lake County segment would remain the same from the Davis County line to 400 South. Part three will update the total project cost from \$2 Billion to \$2.6 Billion, largely due to inflationary impacts on the project. Lastly, the amendment will remove five projects from the RTP that will be incorporated into the overall I-15 project. The I-15 project will also incorporate pedestrian and bicycle design elements enhancing connectivity for communities and neighborhoods located on either side of I-15. The projects outlined below are the different segments of the overall I-15 project being recommended as amendments.

5. I-15 - Farmington to 2600 South (Davis County)

Cost: \$1.453 Billion

UDOT is requesting an amendment to the I-15 Farmington to Salt Lake County line project, by splitting it into two segments at 2600 South in Bountiful. This segment adjusts the project length to 9.5 miles from Farmington to 2600 South and changes the traffic lanes from four GP lanes and two HOT lanes to five GP lanes and one HOT lane. This project is expected to receive funding from the Transportation Investment Fund (TIF).

6. I-15 - 2600 South to the Salt Lake County Line (Davis County)

Cost: \$459 Million

UDOT is requesting an amendment to the I-15 Farmington to Salt Lake County line project, by splitting it into two segments at 2600 South in Bountiful. This segment adjusts the project length to 3.0 miles from 2600 South in Bountiful to the Salt Lake County line and changes the traffic lanes from four GP lanes and two HOT lanes to five GP lanes and one HOT lane. This project will receive funding from the TIF.

7. I-15 - the Davis County Line to 400 South (Salt Lake County)

Cost: \$688 Million

UDOT is requesting an amendment to the I-15 Farmington to Salt Lake City project. This segment of the amendment changes the traffic lanes from four GP lanes and two HOT lanes to five GP lanes and one HOT lane. This project will receive funding from the TIF.

8. I-15 Managed Motorways Operations (Davis County)

Cost: N/A due to removal

UDOT is requesting the I-15 southern Davis County portion of the managed motorways operational improvement project be removed from the RTP as it will be incorporated into the overall I-15 project. This project helps prevent congestion to improve travel time, reliability and safety by using sophisticated ramp metering and vehicle detection methods.

9. I-15 Interchange at Parrish Lane (Davis County)

Cost: N/A due to removal

UDOT is requesting the I-15 interchange upgrade at Parrish Lane be removed from the RTP as it will be incorporated into the overall I-15 project. The interchange at Parrish Lane will be modified to a single point urban interchange (SPUI) and be improved to accommodate enhanced traffic flow and safer bicycle and pedestrian use.

10. I-15 Interchange at Warm Springs Road (Salt Lake County)

Cost: N/A due to removal

UDOT is requesting the I-15 interchange upgrade at Warm Springs Road be removed from the RTP as it will be incorporated into the overall I-15 project. This project will modify the existing interchange to an overstreet, full interchange with a diamond configuration which enables more accessibility to I-15 and the surrounding community.

11. I-215 Interchange at I-15/US-89: Upgrade Interchange (Davis County)

Cost: N/A due to removal

UDOT is requesting the upgrades to the I-215 interchange at I-15/US-89 be removed from the RTP as they will be incorporated into the overall I-15 project. The interchange upgrades will create better connectivity and mobility.

12. I-215 Interchange at I-15/US-89: System-to-System Interchange (Davis County)

Cost: N/A due to removal

UDOT is requesting the system-to-system interchange improvements to I-215 and I-15/US-89 be removed from the RTP as they will be incorporated into the overall I-15 project. This new interchange will be a SPUI with access to I-15 and I-215 from US-89 creating more opportunities for north/south and west connections.

13. I-15 - WFRC's northern MPO boundary and US-91 (Box Elder County)

Cost: \$10 Million

UDOT is requesting a new project to be amended into the RTP. This project will add two miles of passing lanes in both the northbound and southbound directions between WFRC's northernmost MPO boundary and US-91 in Box Elder County. The project will extend further north and will be included in UDOT's Long Range Plan (LRP). The project will help traffic efficiency and increase safety, especially related to heavy truck traffic in the area. Potential funding sources include the TIF.

DATE: March 14, 2024
AGENDA ITEM: **6A–Planning Technical Assistance for Local Governments**
SUBJECT: **Transportation and Land Use Connection 2024 Awarded Projects;**
PREPARED BY: Meg Townsend, Community and Economic Development Director

At the March 21st Regional Growth Committee (RGC) meeting, WFRC staff will present an overview of the various planning technical assistance programs and opportunities, including an announcement of the 2024 Transportation and Land use Connection (TLC) Awarded Projects.

BACKGROUND:

The [Wasatch Choice Vision](#) provides guiding principles and strategies for addressing growth throughout the region that local governments can then take and implement on the local level. WFRC knows that this requires time and resources of our communities. To assist with local planning and the implementation of the Vision, we provide several opportunities for our communities to receive technical assistance. This may be broadly, through TLC, or more specifically, such as funding and staff support with [Station Area Planning](#) as required under HB462.

The [Transportation and Land Use Connection Program](#) (TLC) provides technical assistance to local communities to help them achieve their goals and plan for growth. The TLC program is a partnership between WFRC and funding partners Salt Lake County, UDOT, and UTA.

During the March RGC meeting, we will announce the latest projects, including five projects in the Ogden-Layton urban area, five in the Salt Lake urban area, and one project in Tooele County. This totals over \$1.5 million in funded technical assistance. Our team is eager to work with these communities to help them achieve their visions.

CONTACT PERSON:

Megan Townsend, 801-404-8925, mtownsend@wfrc.org

DATE: March 14, 2024
AGENDA ITEM: **6B&C–Planning Technical Assistance for Local Governments**
SUBJECT: **ACTION: Station Area Plan Certification - West Jordan**
ACTION: Station Area Plan Certification - Midvale
PREPARED BY: Meg Townsend, Community and Economic Development Director

At the March 21st Regional Growth Committee (RGC) meeting, WFRC staff will present an overview of the various planning technical assistance programs and opportunities. After announcing the 2024 Transportation and Land use Connection (TLC) Awarded Projects (6A), RGC will consider certification requests for stations in West Jordan (6B) and Midvale (6C), in accordance with the Station Area Planning (SAP) components of state law and WFRC policy.

For Item 6B, the West Jordan stations include Bingham Junction, Historic Gardner, and West Jordan City Center. The Midvale station areas in Item 6C include Bingham Junction, Historic Gardner, Midvale Fort Union & Midvale Center. Representatives from each city will share highlights from these station area plans.

BACKGROUND:

The [Wasatch Choice Vision](#) provides guiding principles and strategies for addressing growth throughout the region that local governments can then take and implement on the local level. WFRC knows that this requires time and resources of our communities. To assist with local planning and the implementation of the Vision, we provide several opportunities for our communities to receive technical assistance. This may be broadly, through the [Transportation and Land Use Connection \(TLC\)](#), or more specifically, such as funding and staff support with Station Area Planning as required under HB462.

[HB462](#), passed in 2022, as amended in 2023, requires cities with fixed-guideway transit stations to develop a Station Area Plan for the area around the station, within ½ mile for rail and ¼ mile for bus rapid transit. [Station Area Plans](#) (SAPs) are intended to promote housing availability and affordability, access to opportunities, sustainable environmental conditions, and transportation choices and connections. The [SAP requirements](#) are consistent with communities' identification of [Wasatch Choice Vision](#) centers.

STATION AREA PLAN CERTIFICATION

WFRC staff has been assisting communities in their development of their station area plans, in partnership with UTA, GOEO, and the Mountainland Association of Governments (MAG). At the RGC meeting, WFRC staff will provide an update on Station Area Planning to date, and discuss the SAPs that have been submitted to WFRC for certification, pursuant to state law and WFRC policy.

State law establishes that the Metropolitan Planning Organizations (MPOs – WFRC and MAG) have the responsibility to review and, in consultation with UTA, certify each SAP for compliance with statutory requirements. In May of 2022, and amended in March of 2023, WFRC adopted a [policy for the certification review](#) of SAPs.

WFRC has recently had the opportunity to assist West Jordan and Midvale in planning around stations within their community. The two cities worked together on a plan for the Bingham Junction, Historic Gardner, and West Jordan City Center stations. Both Bingham Junction and Historic Gardner have station areas that span across the borders of both of these communities. Concurrently, Midvale has been working on plans for Midvale Fort Union and Midvale Center.

Taking a network approach to station area planning, and demonstrating effective collaboration, both of these communities have completed these planning processes, and have adopted the resulting plans.

ACTION: Certify West Jordan Stations

In accordance with our policy, WFRC staff has reviewed the submission to assess its satisfaction of the requirements of the statute, and makes a positive recommendation for certification to the Regional Growth Committee. All of the documentation is included within, including:

1. [West Jordan & Midvale Station Area Plan Submission Package](#)
2. [WFRC SAP Certification Resolution](#)
3. [WFRC Staff Findings and Analysis](#)

ACTION: Certify Midvale Stations

In accordance with our policy, WFRC staff has reviewed the submissions to assess their satisfaction of the requirements of the statute, and makes a positive recommendation for certification to the Regional Growth Committee. All of the documentation is included within, including:

4. [Midvale Fort Union & Midvale Center Station Area Plan Submission Package](#)
5. [West Jordan & Midvale Station Area Plan Submission Package](#)
6. [WFRC SAP Certification Resolution](#)
7. [WFRC Staff Findings and Analysis - Midvale Fort Union & Midvale Center](#)
8. [WFRC Staff Findings and Analysis - Bingham Junction & Historic Gardner](#)

RECOMMENDED MOTIONS:

WEST JORDAN—"I move to recommend certification of the Station Area Plan covering the following stations in West Jordan: Bingham Junction, Historic Gardner, and West Jordan City Center."

MIDVALE—"I move to recommend certification of the Station Area Plans covering the following stations in Midvale: Bingham Junction, Historic Gardner, Midvale Fort Union and Midvale Center."

ATTACHMENTS:

1. West Jordan [Station Area Plan Submission Package](#)
2. West Jordan [SAP Certification Resolution](#)
3. West Jordan [Staff Findings and Analysis](#)
4. Midvale [Fort Union & Midvale Center Station Area Plan Submission Package](#)
5. Midvale [Bingham Junction & Historic Gardner Station Area Plan Submission Package](#)
6. Midvale [SAP Certification Resolution](#)
7. Midvale [Bingham Junction & Historic Gardner Staff Findings and Analysis](#)
8. Midvale [Fort Union & Midvale Center Staff Findings and Analysis](#)

CONTACT PERSON:

Megan Townsend, 801-404-8925, mtownsend@wfrc.org

DATE: March 14, 2024
AGENDA ITEM: 7
SUBJECT: Key findings from the 2023 Utah Moves Comprehensive Survey
PREPARED BY: Bert Granberg, WFRC Analytics Director

At the Wasatch Front Regional Council (WFRC) Regional Growth Committee meeting, the committee will hear an update 2023 Utah Moves Transportation Study.

BACKGROUND:

Approximately every 10 years, Utah's major transportation partners conduct a statewide survey of household travel patterns and variables related to travel decision making. The travel information results are vital to calibrating the state's seven travel demand models that project travel, traffic volumes, and transit ridership, to reflect key trends that impact the utilization and performance of our transportation system.

The most recent survey, branded as the 2023 Utah Moves Transportation Survey, was conducted during the first half of 2023, with a smaller supplemental with additional attitudinal and preference questions in the Fall.

The 2023 statewide household travel survey collected a rich set of demographic and travel behavior data from a representative sample of 11,183 households in the state of Utah. The households participating in the core travel survey, which had website, mobile app, and call center response options, represented 29,873 persons and 389,089 trips across 56,633 complete person-days from February 15 to June 30, 2023.

This presentation will introduce the 2023 travel survey, results and resources to members of the Committee.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

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